

MISERY ON WHEELS.

That Is What the Brooklyn "L" Roads Really Are.

Their Patrons Have to Endure Many Tortures.

Sign "The Evening World's" Appeal for Better Service.

The poorest service to be found on any of the Brooklyn "L" lines is probably that of the Broadway and Hedgeswood branches. Just which one of these is the poorer it would be difficult to say. The Hedgeswood passenger no doubt thinks his line is the worst, and he has good ground for his belief, but when riding on the Broadway branch it seems that it would be almost impossible to find poorer service than is frequently met with on that line. Slow and creaky trains, long waits, not enough cars, and those not well cared for, are the leading features of the poor service on these two lines.

who sign themselves "P. J. and R." say about all-night trains and the Hedgeswood service:

"What we have to complain about is the too long waits so frequent on the Hedgeswood line. Why should not trains be run all night as well as in New York?"

As the Union "L" road have persistently refused to answer all questions concerning needed improvements it is impossible to answer "P. J. and R.'s" inquiry.

Another way in which Hedgeswood passengers suffer is in making connections with other branches. At Broadway and Gates avenue, where the Broadway and East New York branches meet, trains on the former line are often held for passengers to transfer from East New York trains, even if the latter be not quite up to the platform when the Broadway train is ready to pull out.

The same practice is not observed at Broadway and Myrtle avenue, or if it is, so seldom that few passengers get the benefit of it. It is not an unusual thing at this station for passengers to go rushing down the steps from a Hedgeswood train only to find the Broadway train just leaving.

Another cause of much complaint on the two branches are long waits for trains. Judging from the length of the waits experienced on that line and the frequency of them there are fewer trains on the Hedgeswood than any of the others, although Fifth avenue furnishes its share of complaints in this regard.

It is a familiar sight to see two Broadway trains at Myrtle avenue to one Hedgeswood or two East New York trains to one Hedgeswood.

FOR BETTER "L" SERVICE.

To the Managers of Brooklyn's Elevated Roads:

AS A CITIZEN OF BROOKLYN AND A PATRON OF YOUR ROADS, I CALL YOUR ATTENTION TO THE WORTHLESSNESS OF THE SERVICE YOU GIVE. IF YOU CANNOT IMPROVE THE ACCOMMODATIONS IN OTHER RESPECTS, YOU CAN AT LEAST GIVE US MORE TRAINS AND A BETTER TIME SCHEDULE. GIVE US CARS ENOUGH TO CARRY US HALF COMFORTABLY AT LEAST, AND ORDER YOUR ENGINEERS TO MAKE BETTER TIME. WHAT ARE YOU GOING TO DO ABOUT IT?

NAME.....
ADDRESS.....
Fill out this blank and send it to Brooklyn Improvement Editor, The Evening World, P. O. Box 3,334, New York.

When rolling stock begins to get worn out and hard looking it is apparently relegated to Hedgeswood or Broadway. As a rule the seats are very much soiled and the roofs very much blackened from the smoke of the engines. Of the two lines more complaints are heard about the Hedgeswood. Probably the Hedgeswood residents haven't become accustomed to "L" tribulations as their Broadway neighbors have.

A Hedgeswood train which pulled out of the ferry station last Tuesday might be taken as a sample of what occurs to other trains on that line before the other terminus is reached. The first delay occurred just before Navy street, when the Hedgeswood train came to a stop to allow an East New York train just ahead to load and unload, and then proceeded on its journey. Then an East New York train on its way to the bridge came along and the Hedgeswood train waited until it had passed.

There was another full stop between Washington and Grand avenues, the East New York train ahead again being the cause. Once on its own track there were no more delays at crossings but the train proceeded at a slow rate and a greater part of the way both up and down grades. Now and then, however, there was a burst of speed, but it did not last long.

The first part of the distance from Grand to Franklin avenue was gone over at a lively rate, and then the train suddenly slowed up and went very slowly the rest of the way. From Franklin to Nostrand avenues the train crawled along. Nearly forty minutes were consumed in making the trip, there were but few passengers aboard, and consequently but little time was lost by people getting on and off.

There is a demand from both Hedgeswood and Broadway patrons for all-night trains. They think, and with reason, that there is just as much need for them as on the East New York line. The ferries run all night, and carry a good many passengers whose only way of getting home at present is by the street cars. The latter mode is too slow for those living a considerable distance from the landings.

Here is what two EVENING WORLD readers.

MOVING FOR A FIRE PATROL.

Brooklyn Fire Underwriters Want the City to Establish One.

A fire patrol for Brooklyn is one of the possibilities of the near future. It needs is admitted by the Mayor and Fire Department officials and the insurance men want it.

Recently the subject was agitated with vigor, and it resulted in a conference between a committee of the local Board of Underwriters, the result of which Fire Commissioner Kniss this morning announced to Mayor Boody.

Commissioner Kniss stated that the underwriters were in favor of a fire patrol. As all the large cities have patrol companies, the underwriters argue that Brooklyn should have at least two companies. The estimated cost of the maintenance of the maintenance cost of the same for one year is as follows: Twenty men, salaries \$21,000; three wagons, \$1,800; fuel, \$2,000; repairs, \$2,000; and equipping houses, \$2,000; keep of horses, \$1,200.

The Underwriters' Committee somewhat startled the commissioners by holding that the patrol, being an adjunct of the Fire Department, should be established and maintained by the city.

Commissioner Kniss, so he told the Mayor, informed the committee that such a proceeding would be unprecedented, as the underwriters maintained the patrol in every city in the country where they related to the fire insurance companies, as the duties were purely those of a salvage corps.

The Underwriters' Committee will wait upon the Mayor and ask his support for their proposition to have the Board of Estimate make provision for a fire patrol fund.

Events Ahead in Brooklyn.

Reception of the Vincentian Union to-night in Arion Hall, Wall street, near Broadway.

Les Amis will hold their opening reception this evening in the Punch Gallery, Clinton avenue, near Lafayette.

A benefit entertainment to Joseph Lindner will be given at the Atlantic Hotel, near Broadway, this evening.

Entertainment by the Lady Franklin Association, American Hall, Bedford and Myrtle avenues, this evening.

First anniversary and entertainment of Epworth Lodge, 408, U. S. T., 2005 Fulton street, this evening.

Alexander Black on "Early Brooklyn." All Saints Church, South Ninth street, near Bedford avenue, this evening.

The Orpheo Glee Club will give a testimonial concert and reception to Director Louis Hausacher at Eckford Hall April 26.

Concert by the Yale Glee and Glee Club, for the benefit of the Brooklyn Home for Consumptives, Academy of Music this evening.

A "poker party" entertainment and reception by the Franklin Association, American Hall, 809 Bedford avenue, to-night.

at Navy street. A case was cited the other day of a passenger waiting at Evergreen avenue, thirteen minutes for a downtown train during the busy morning hours. Others tell of waits varying from five to seventeen minutes.

As the Union Company has so far ignored many of the complaints against its lack of provision of its patrons comfort, THE EVENING WORLD prints the form of an appeal which every "L" road patron should sign. Better service can only be had by taking some concerted action, and the appeal presents an opportunity for such action. The following names were received to-day:

Daniel O'Shea, 227 Reid avenue.
A. S. Ketcham, 389 Monroe street.
J. C. Beach, 40 Fairfax street.
R. A. Trowbridge, 192 Monroe street.
Wm. Halsey, 47 Albany avenue.
Charles Henn, 404 Gates avenue.
Louis Henna, 400 Tompkins avenue.
George E. Trowbridge, 192 Monroe street.
George Schmitt, 155 Halsey street.
W. H. Crawford, 575 Evergreen avenue.
J. D. H. Brown, 402 Myrtle avenue.
Charles Vankor, 2484 Vernon avenue.

Slippery "L" Stairs.

Ever since your crusade against our Elevated Railroad system has appeared in your estimable evening edition I have been convinced more and more of the justice of those articles. Not only the gross deficiencies which you point out, but also smaller details have come to my notice which go to show what little regard the managers have for the safety and even the life of the patrons of their roads.

On the morning of the 15th inst., when, as you will remember, several inches of snow had fallen, about 8 o'clock I attempted to ascend to the station, rocking, and therefore taking particular pains that the snow had not yet been removed from the steps, but with all my care I slipped and fell all the way down, luckily coming off with only a few bruises and a large rent in my new suit of clothes, compelling me to go back and change my suit, before coming over an hour late to business. Among other things which I have noticed is that one will often find no lights on the stairs in a dark night. This is so much more serious, as one needs a compass in broad daylight to get up to some of these stations.

In my view a heavy indoor in your effort to show these managers that it is not only their pockets but also the comfort of their passengers which they must consult.

C. C. F.

DEATHS IN BROOKLYN.

The following is the official list containing the name of every person in Brooklyn over ten years old whose death was reported to the Department of Health yesterday:

VINCENZO BORELLO, 65, No. 106 Navy st.
JAMES CONNELL, 50, No. 43 Front st.
JOHN CONNELL, 64, No. 41 3rd st.
ALEXANDER J. CORNELL, 28, No. 129 Ashland place; plumber.

MARY CURRY, 68, Home for the Aged, Little Sisters of the Poor, coachman.
JAMES DUNN, 59, No. 132 Sanford st.
MARY DUNN, 22, No. 142 Greene ave.
BROOKLYN L. HENRY, 24, No. 142 Greene ave.
JAMES GLADY, 35, No. 82 Grand ave., tailor.

JOHN H. HARRIS, 309, No. 142 Greene ave.
ADRIAN GOODMAN, 28, No. 254 Summit st.
ANN HANCOCK, 64, No. 60 3rd st.
ALEXANDER HANCOCK, 82, No. 1401 Broadway.

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